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THE HONGKONG CHINESE MAIL
華字郵報
(Hongkong Wa Tei Yat Po.)
ISSUED DAILY.
CLIVE LIN MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, deliverable in Hong-
kong. Outputs, \$11.40 per annum,
including postage.

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HONGKONG, SATURDAY, OCTOBER 28, 1893.

日九月九日癸亥

PRICE, \$2 PER MONTH.

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Hongkong, October 4, 1893. 1841

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SUBSCRIBED CAPITAL, £1,126,000.

Bankers.

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Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 Months, 5 %
For 6 Months, 4 %
For 3 Months, 3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, February 4, 1893. 228

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
SUBSCRIBED CAPITAL, £600,000.

HEAD OFFICE—HONGKONG.

Directors.
D. GILLIES, Esq. H. STOLPERFOFF, Esq.
CHAN KIT SHAN, Chow Tung Shang, Esq.
Kwan Ho Chuen, Esq.
Chief Manager, GEO. W. F. PAYFAIR.

Branches.

LONDON, YOKOHAMA, SHANGHAI AND AMoy.

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Interest for 12 months Fixed 5 %.
do. 6 do. do. 4 %.
do. 3 do. do. 3 %.
Current Accounts 2 %.

Hongkong, May 24, 1893. 47

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up CAPITAL, \$16,000,000.
RESERVE FUND, \$3,900,000.
PROPRIETORS' LIABILITY OF \$16,000,000.

Court of Directors:—

H. HORRIS, Esq.—Chairman.

C. J. HOLLOWAY, Esq.—Deputy Chairman.
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Carl Jantzen, Esq. A. McConachie, Esq.
H. H. Joseph, Esq. J. S. Moses, Esq.
Hon. J. J. Keswick, Dr. R. Sisson, Esq.

Chief Manager:—

Hongkong—T. JACKSON, Esq.

Manager:

Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 3 per cent. per annum.

do. 6 " 4 "

do. 12 " 5 "

T. JACKSON,
Chief Manager.

Hongkong, October 19, 1893. 880

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £2,000,000.

CAPITAL CALLED UP, £251,093.15.0.

Board of Directors.
W. KESWICK, Esq., Chairman.
Adolf von Andro, Esq. F. D. Sisson, Esq.
Egbert Wilson, Esq. H. D. Stewart, Esq.
David Molane, Esq.

Hongkong Committee.

The Hon. Mr. J. J. Keswick,
The Hon. Mr. C. P. Chatel.

H. HORRIS, Esq.

Head Office:

3, PAULS SECRET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI

Agencies:

PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,

Allowed on Current Accounts and Fixed Deposits, can be ascertained on application.

CHARTREUR INCHBALD,
Manager.

Hongkong, April 10, 1893. 247

BANKS.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum. Depositors may transfer at their option balances of \$100 more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5% per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.
Hongkong, May 15, 1893. 1515

INTIMATIONS.

WANTED—TO PURCHASE a STEAMER, from 400 to 600 Tons Net Register.

Apply to MR. JOSE BUSTELO,
Victoria Hotel.

Hongkong, October 27, 1893. 1864

NOTICE.

ON and after the 1st DECEMBER NEXT, NO CHITS will be taken in the following Hotels:—

THE VICTORIA HOTEL,
PEAK HOTEL,
" HOWLOON HOTEL,
DORABEE NOWROOZEE,
Proprietor.

Hongkong, October 28, 1893. 1867

NOTICE TO MARINERS,
No. 37 (Special).

CHINA SEA.

" NEWCHWANG DISTRICT.

Wreck of Barque "Aron," on Bar of Liao River, blown up.

REFERRING to Notice to Mariniers No. 26 (Special) dated the 28th February, 1893: Notice is hereby given that the WRECK of NORWEGIAN Barque Aron has been blown up, and that it no longer offers any obstruction to navigation.

A. M. BISBE, Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 13th October, 1893. 1837

HONGKONG HOTEL.

ON and after 1st DECEMBER NEXT, NO CHITS will be accepted or Credit given in the above Hotel.

By Order of the Board,
R. TUCKER, Manager.

Hongkong, October 20, 1893. 1812

NOTICE.

NOTICE is hereby given that in accordance with Article No. 18 of the Articles of Association of THE BANK OF CHINA, JAPAN AND THE STRAITS, LIMITED, the Directors have passed a Resolution making a CALL of ONE POUND per Share on the Ordinary Shares of the Bank, such Call to become PAYABLE as follows:—

Five Shillings on the 1st November, 1893.
Five Shillings on the 1st February, 1894.
Five Shillings on the 2nd April, 1894.
Five Shillings on the 1st June, 1894.

The several Instalments of the above Call due on Shares on the Hongkong Register are Payable as above at the Office of the Bank No. 4, Queen's Road, Victoria, Hongkong, in local currency equivalent.

INTEREST at the Rate of 5 % per annum will be allowed on all Instalments paid in advance of due dates.

If the Sum payable in respect of any of the above Instalments is not paid before the same is due, interest will be charged thereon respectively at INTEREST of 10 % per annum from the day appointed for Payment thereof to the time of Actual Payment, in accordance with Article No. 21 of the Articles of Association of the Bank.

S. L. DARBY,
Acting Manager.
Hongkong, September 26, 1893. 1866

CANTON INSURANCE OFFICE,
LIMITED.

1892 ACCOUNT.

NOTICE TO SHAREHOLDERS.

A Final DIVIDEND of \$4 per Share has this Day been declared, WARRANTS will be issued on MONDAY the 23rd Instant.

JARDINE, MATHESON & Co., General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, October 21, 1893. 1819

" AQUARIUS."

THE TABLE WATER OF THE EAST.

Per dozen Quarts, \$1.75, less allowance on sample returned to our Godowns, 50-50. Net price, \$1.25.

Per dozen Pint, \$1.00, less allowance on samples returned to our Godowns, 50-50. Net price, \$0.70.

GALDBECK, MACGREGOR & Co., Sole Agents.

13, Queen's Road, Hongkong, August 23, 1893. 1473

STAINFIELD'S PRIVATE FAMILY HOTEL,
1, Queen's Road East.

VISITORS will find SUPERIOR ACCOMMODATION at Moderate TERMS.

Hongkong, September 1, 1893. 1827

RATES OF INTEREST,

Allowed on Current Accounts and Fixed Deposits, can be ascertained on application.

CHARTREUR INCHBALD,
Manager.

Hongkong, April 10, 1893. 247

BUSINESS NOTICES.

LANE, CRAWFORD & CO.

NEW STOCK.

CARPETS AND RUGS.

WILTON, BRUSSELS, TAPESTRY, BALMORAL AND VELVET PILE.

MADRAS AND KENSINGTON SQUARES.

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BLANKETS.

LANE, CRAWFORD & CO.

Hongkong, October 28, 1893. 1808

THE CHINA MAIL.

No. 9585.—OCTOBER 28, 1893.

Mails.



STEAM FOR
STRaits, Ceylon, Australia,
India, Aden, Egypt.
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship MALWA, Captain H. S. BLACKBURNE, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, (connecting at Bombay with S.S. ORIENTAL, which Vessel takes her Cargo for LONDON, via SUZEE CANAL, leaving that port on the 2nd DECEMBER, 1893), on THURSDAY, the 9th November, at Noon, taking Passengers and Cargo for the above Ports.

Silks and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed a/b.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH,
Superintendent.

F. & O. S. N. Co.'s Office,
Hongkong, October 26, 1893. 1860

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

Victoria..... Thursday [Nov. 2].
Tacoma..... Tuesday [Dec. 12].
Mogul..... Tuesday [Jan. 23].
Victoria..... Tuesday [Jan. 23/94].
Tacoma..... Tuesday [Feb. 27].

THE Steamship VICTORIA, Captain J. FANTON, R.N.R., sailing on Noon on THURSDAY, the 9th November, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Congular Invicencies of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked full by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, October 19, 1893. 1867

Intimations.

UP THE YANGTSE.
E. H. PARKER,
with SKETCH MAPS.

PRICE, \$1.50.

CONTENTS:
The Yangtse Gorges and Rapids in Hu-pe.
The Rapids of the Upper Yang-tse.
The "Wade mecum" of the Traveller through the Gorges of the Great River.
Special Observations.
A Journey in North Sz Chuan.
Nan-ch'uan and the Kung-t'an River.
Up the Kia-ling River.
The Great Salt Wells.
North Kwai Chow.
The Wilds of Hu-peh.
Sz Chuan Plants.

Orders for Copies will be received by Messrs. LANE, CRAWFORD & CO., and Messrs. KELLY & WALSH, Limited

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—o.—

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5, Wyndham Street (behind the Club).

NOW ON SALE.

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TO THE CHINA REVIEW

from VOLUMES I TO XII.

1.—List of CONTRIBUTORS.
2.—ARTICLES.
3.—REVIEWS OF BOOKS.
4.—List of AUTHORS REVIEWED.

PRICE, 50 CENTS.
To be had at the CHINA MAIL Office, Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & CO., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the COLLEGE by forwarding to the ALEXIS MEMORIAL HOSPITAL:

(1) Glass Jars (for museum purposes).
(2) Illustrated Papers and Books for the Student's Reading Room and Library.

Address to JOHN G. TROMSON,
Hon. Sec. to the College.

Hongkong, February 25, 1891.

Intimations.

THE PHARMACY, 26 QUEEN'S ROAD.

MESSRS. FLETCHER & CO. beg to inform the Residents of Hongkong and the Shipping Community that they will OPEN at the above address, on

TUESDAY FIRST, 26th September.

The Shop will be managed by THOMAS LY COMPTON CHEMIST who will take every care that all Drugs and Chemicals used in the compounding of prescriptions are pure and fresh.

FLETCHER & CO. will have on hand a Good Selection of DRUGGISTS' SUN-DRIES and PATENT MEDICINES.

Telephone No. 74.

FLETCHER & CO.

Hongkong, September 23, 1893. 1858

CHAS. J. GAUPP & CO.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

COLONIAL SECRETARY'S OFFICE,

Hongkong, 27th October, 1893. 1860

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VICTORIANA'S CELEBRATED BINOCULARS AND TELESCOPES,
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Hongkong, July 24, 1893. 1287

PRIVATE BOARD AND RESIDENCE FOR LADIES AND GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation.

MRS. MATHER,
2 and 3 Pedder's Hill.

Hongkong, October 28, 1893. 1873

THE REVENUE OF CHINA.

A SERIES OF ARTICLES,
Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the OFFICE OF THIS PAPER, MEARS, LANE, CRAWFORD & CO.'S, MEARS, KELLY & WALSH'S, AND MR. W. BERWELL'S.

Price, 50 cents.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

A. S. WATSON & CO., LIMITED,
The Hongkong Dispensary.

Hongkong, October 28, 1893. 1867

PUBLIC AUCTION
OF OLD CHINESE PORCELAINS,
CURIOS, ETC.

!! FIRST SALE OF THE SEASON !!

THE Undermentioned has received instructions to Sell by Public Auction, on SATURDAY,

the 4th November, 1893, commencing at 2.30 p.m., at his Stores, Duddell Street,—

(Having just arrived from the North of China).

A VALUABLE AND FINE COLLECTION OF OLD CHINESE PORCELAINS AND CURIOS,

comprising:

PORCELAINS from the MINO DYNASTY, the reigns of KANGHI, KIENLONG, down to MODERN DATE such as VASES, JARS, BOWLS, DISHES, PLATES, ETC., in FIVE COLOURS, BLUE and WHITE, SANG DE BOEUF, PLAIN COLOR, OLD PORCELAIN SNUFF BOTTLES, OLD JADE, OLD PEKIN GLASSWARE, OLD BRONZES, OLD SOOCHOON LACQUER, BLACKWOOD CARVINGS, SILK EMBROIDERIES; and

OTHER CURIOS.

Catalogues will be issued prior to Sale.

On view from Friday, the 3rd November.

TERMS OF SALE.—Cast on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, October 28, 1893. 1875

NOTICE TO CONSIGNEES.

FROM NEW YORK & SINGAPORE.

STEAMSHIP STRATES.

THE above Steamer having arrived, Com-

sidered of Cargo, has hereby requested

the Goods from whomsoever.

Cargo including the discharge of the

Vessel will be landed and stored at Con-

signees' risk and expense.

DODWELL, CARLILL & CO.,
Agents.

Hongkong, October 28, 1893. 1870

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship

Namo,

Captain HARRIS, will be despatched for the above Port on TUESDAY, the 31st Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, October 28, 1893. 1870

NOTICE TO CONSIGNEES.

FROM NEW YORK & SINGAPORE.

STEAMSHIP STRATES.

THE above Steamer having arrived, Com-

sidered of Cargo, has hereby requested

the Goods from whomsoever.

Cargo including the discharge of the

Vessel will be landed and stored at Con-

signees' risk and expense.

DODWELL, CARLILL & CO.,
Agents.

Hongkong, October 28, 1893. 1874

TO LET.

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NO. 8, WYNDHAM STREET.

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Hongkong, October 28, 1893. 1338

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CHLORIDE OF GOLD, NITRATE OF SILVER,

PROGALIC ACID, AMMONIUM SULPHATE,

BROMIDE, AMMONIUM SULPHATE,

THE CHINA MAIL.

[No. 2685, OCTOBER 28, 1893]

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

- Sections.**
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Pedder's Wharf.
 6. From Pedder's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

| Vessel's Name. | Abs. | Captain. | Flag and Rig. | Tons. | Date of Arrival. | Consignees or Agents. | Destination. | Remarks. |
|--|----------------------|------------------------------|----------------|--------|----------------------------|---------------------------------|------------------|--------------------|
| Steamers | | | | | | | | |
| Amigo | 5 | Bendixen | Ger. str. | 771 | July 16 | Wieland & Co. | Yokohama & Hiogo | K'loon Dock To-day |
| Asia | 5 | Kobbe | Ger. str. | 1065 | July 10 | Shaw & Co. | | |
| Bantam | 5 | Burgh | Dutch str. | 1457 | July 10 | 10 Lauts & Wegener | Singapore | To-day |
| Bontang | 5 | Faenger | Ger. str. | 4000 | July 26 | Siemens & Co. | Yokohama | To-day |
| Borakal | 5 | Parquhar | Brit. str. | 1481 | Oct. 1 | 25 Gibb, Livingston & Co. | | |
| Carrabelle | 8 | Sharp | Brit. str. | 2269 | Oct. 23 | 23 Dowdall, Carlill & Co. | | |
| Catterthun | 5 | Shanahan | Brit. str. | 2700 | Oct. 26 | 26 Gibb, Livingston & Co. | Sydney, &c. | 2nd prox. |
| Chingtu | 5 | Innes | Brit. str. | 956 | Oct. 26 | 27 Siemens & Co. | Saigon | To-day |
| Docine | 5 | Christensen | Ger. str. | 1015 | Oct. 16 | 28 Yuen Fat Ho | | |
| Downwongse | 4 | Anderson | Brit. str. | 974 | Oct. 26 | 29 Canadian Pacific Railway Co. | Vancouver | 1st prox. |
| Donar | 3 | Grundmann | Ger. str. | 1003 | Oct. 26 | 30 Douglas Steamship Co. | Cape Town | To-morrow |
| Empress of China | 5 | Archibald | Brit. str. | 1541 | Oct. 26 | 31 G. M. S. N. Co. | Shanghai | To-day |
| Foncose | 5 | Hall | Brit. str. | 1882 | Oct. 26 | 32 Dowdall, Carlill & Co. | | |
| Fusian | 3 | Lancaster | Chi. str. | 1860 | Oct. 26 | 33 Dowdall, Carlill & Co. | | |
| Gulf of Taranto | 5 | Hudson | Brit. str. | 2128 | Oct. 26 | 34 Gibb, Livingston & Co. | Haiphong | To-morrow |
| Hani | 5 | Moutouls | Frob. str. | 758 | Oct. 26 | 35 H. R. Martyn | | |
| Hesperia | 8 | Witt | Ger. str. | 1123 | Oct. 26 | 36 Siemens & Co. | | |
| Holstein | 5 | Bruhn | Ger. str. | 985 | Oct. 26 | 37 Wieder & Co. | | |
| Java | 5 | Tillard | Brit. str. | 2632 | Oct. 27 | 38 P. & O. S. N. Co. | | |
| Leucox | 8 | Ward | Brit. str. | 1327 | Oct. 27 | 39 Dowdall, Carlill & Co. | | |
| Macduff | 5 | Porter | Brit. str. | 1882 | Oct. 27 | 40 Dowdall, Carlill & Co. | | |
| Murex | 5 | k. Murray | Brit. str. | 928 | Oct. 27 | 41 Archbold, Karberg & Co. | | |
| Nanosa | 5 | H. Murray | Brit. str. | 843 | Oct. 27 | 42 Douglas Steamship Co. | | |
| Nanyang | 3 | Schulz | Ger. str. | 950 | Oct. 27 | 43 Siemens & Co. | | |
| Orestes | 5 | Harver | Brit. str. | 1279 | Oct. 27 | 44 Butterfield & Swire | | |
| Pekuo | 5 | Raymond | Brit. str. | 118 | Oct. 27 | 45 Chinese | | |
| Peru | 5 | Frese | Amer. str. | 2540 | Oct. 27 | 46 P. M. S. Co. | | |
| Pilot Fish | 5 | Stepan | Brit. str. | 1403 | Oct. 27 | 47 H. R. & W. Dick Co. | | |
| Shantung | 5 | Frampton | Brit. str. | 1535 | Oct. 27 | 48 Butterfield & Swire | | |
| Straits | 5 | Equids | Brit. str. | 1454 | Oct. 27 | 49 Dowdall, Carlill & Co. | | |
| Tai Po | 8 | Calender | Ger. str. | 828 | Oct. 27 | 50 Meyer & Co. | | |
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| Sailing Vessels | | | | | | | | |
| Adolph | 8 | Westergaard | Ger. bge. | 867 | Aug. 21 | Siemens & Co. | | |
| Bastio | 5 | Fugger | Ger. bge. | 318 | Sept. 14 | Order | | |
| Centennial | 3 | Nicolard | Amer. str. | 1228 | Sept. 14 | Order | | |
| Elizabeth Ahrens | 8 | Alvin | Ger. bge. | 40 | Oct. 5 | Master | | |
| Fairlie Skolfield | 5 | Shorman | Amer. str. | 1223 | Oct. 1 | Captain | | |
| George Stetson | 5 | Murphy | Amer. str. | 1843 | Oct. 1 | 4 Order | | |
| John Currier | 5 | Laurence | Amer. str. | 2223 | Sept. 1 | Master | | |
| John R. Kelley | 5 | Wichard | Amer. str. | 1330 | Sept. 1 | 3 McElchers & Co. | | |
| Leyce A. Nichols | 5 | Wichard | Ger. bge. | 725 | Oct. 11 | Master | | |
| Martha Beckhaun | 5 | Li L. T. Tong | Chi. 3-m. str. | 368 | Aug. 3 | 3 Young Kee & Co. | | |
| Nan Shin Sing | 6 | Li L. T. Tong | Chi. 3-m. str. | 382 | May 27 | 17 Guinan & Co. | | |
| Souali | 5 | Li L. T. Tong | Chi. 3-m. str. | 570 | Aug. 23 | Chinese | | |
| Streiffeld | 5 | Clark | Brit. bge. | 491 | Oct. 14 | 14 Chino | | |
| Victory | 5 | Marita | Brit. bge. | 491 | Oct. 14 | | | |
| Her Britannic Majesty's Ships on the China Station. | | | | | | | | |
| Name. | Rig. | Tons. | Guns. | I.H.P. | Captain. | Where at. | | |
| Alacrity | | deep-draft vessel | 1700 | 4 | 9180 | Com. George A. Callaghan | Nagasaki | |
| Arch | | crusier 3rd class | 1773 | 6 | — | Com. Scott Rogers | Nagasaki | |
| Caroline | | crusier 3rd class | 1400 | 14 | 1440 | Captain Ch. J. Norcock | Shanghai | |
| Daphne | | surveying ship | 1140 | — | — | Commander MacArthur | K'long | |
| Erie | | g.b.-3rd class coast defence | 363 | 3 | 310 | Commander A. M. Field | Singapore | |
| Frobisher | | gunboat 2nd class | 465 | 4 | 353 | Lt.-Com. R. G. Tutnell | Shanghai | |
| Imprialiste | | tinewrever battle ship | 8400 | 10 | 10000 | Captain J. M. McQuaid | Shanghai | |
| Lionard | | crusier 2nd class | 4300 | 10 | 3800 | Captain Ph. F. C. Addington | Shanghai | |
| Linnet | | gun-vease 2nd class | 755 | 5 | 105 | Captain Chisholm, Battie | Shanghai | |
| Mercury | | crusier 2nd class | 3730 | 13 | 7200 | Captain Augus MacLeod | Nagasaki | |
| Pallas | | gunboat 1st class | 2575 | 20 | 7500 | Captain Ingram | Singapore | |
| Panook | | gunboat 1st class | 760 | 5 | 1200 | Lieut. Com. Phillips | Hongkong | |
| Pigmy | | gunboat 1st class | 735 | 5 | 1200 | Lieut. Com. F. C. B. Addington | Hongkong | |
| Plover | | gunboat 1st class | 750 | 6 | 1200 | Lieut. Com. Burr | Hongkong | |
| Porpoise | | crusier 3rd class | 1773 | 6 | 1211 | Lieut. Com. Hugh Cotterworth | Hongkong | |
| Rattler | | gunboat 1st class | 805 | 6 | 1200 | Captain Henderson | Hongkong | |
| Redpole | | crusier 2nd class | 4630 | 12 | 6000 | Captain Kirby | Hongkong | |
| Severn | | gun-vease 2nd class | 751 | 5 | 1019 | Captain Gridley | Hongkong | |
| Swift | | g.b.-3rd class coast defence | 364 | 3 | 340 | Captain T. E. Boyes | Hongkong | |
| Tweed | | coast defence ship, armoured | 5157 | 14 | 4150 | Captain T. E. Boyes | Hongkong | |
| Victor Emmanuel | | | 2750 | 4 | 1450 | Captain T. E. Boyes | Hongkong | |
| Wivona | | | | | | | | |
| Foreign Men-of-war on the China and Japan Station. | | | | | | | | |
| Name. | Flag and Rig. | Tons. | Guns. | H.P. | Captain. | Where at. | | |
| Admiral Korniloff | Russian cruiser | 5600 | — | — | Captain Elchaninoff | Nagasaki | | |
| Africa | Portuguese troopship | 400 | — | — | Captain Vianno | Nagasaki | | |
| Aleut | Russian gunboat | 1020 | 8 | — | Captain Pavao | Shanghai | | |
| Alex | U. S. corvette | 470 | 4 | 45 | Captain Durand | K'long | | |
| Bengo | Portuguese gunboat | 462 | — | — | Captain J. M. Moreira | K'long | | |
| Charleston | U. S. cruiser | 3730 | 3 | — | Captain Romeo | K'long | | |
| Comete | French gunboat | 500 | — | — | Captain Dartige du Fournet | K'long | | |
| Duffy | French gunboat | 2200 | — | — | Captain Recloux | K'long | | |
| Forlait | French gunboat | 489 | 4 | 330 | Captain Baudin | K'long | | |
| Imconfant | French gunboat | 890 | — | — | Captain Bery | K'long | | |
| Kaisarin Elizabeth | Austrian cruiser | 4600 | — | — | Captain A. R. Becker | K'long | | |
| Konyots | Russian man-of-war | 1200 | — | — | Captain Ph. Filisoff | K'long | | |
| Lancaster | U. S. cruiser | 2120 | — | — | Captain McCormack | K'long | | |
| Lion | French gunboat | 496 | — | — | Captain Papax | K'long | | |
| Latin | U. S. corvette | 1907 | 7 | 1 | | | | |

THE CHINA MAIL.

ADMIRERS of Mr Ruskin will be interested to hear that there is some likelihood of a new and important work from his pen shortly seeing the light. Of all the famous cities where Mr Ruskin has studied there is none, not even ancient Venice, to which he is more attached than Verona. He says in his autobiography, 'the fate and the ways of Italy have felt, or been able with any shame or force to say, has been dealt with more deeply, and said more earnestly, for her sake.' Specially interest attaches, therefore to the announcement that the Stones of Verona will be the subject of the new volume to which we allude.

The 'ride-tranching tool' of M. de Layen, which was recently tried at Armouy House Parade Ground, Epsom, and is expected 'in one sense to revolutionise the warfare of the future' consists essentially of an arrangement by which a spear or such like tool can be fixed to the butt of a rifle without preventing the weapon from being ready for use either with shot or bayonet. To this end there is a receipt in the butt and the spike fits into it with a spring catch. Of course the stock and barrel of the rifle become the handle of the spike. It is claimed for this apparatus that it will enable every infantry soldier to be his own support, rifle pit maker, and the tool-wagon will become unnecessary. Moreover, there is no time to fix the bayonet on the spike itself will be a waste of time; and when not in use it can be stowed in a leather case slung across the chest of the soldier, thus balancing the weight of his haversack and forming a breastplate against sword, bayonet, or lance, and possibly bullets. M. de Layen is a Frenchman, married to an Englishwoman, and settled in England.

LOSS OF THE CITY OF NEW YORK.

PASSENGERS AND TREASURE SAVED.

Yesterday afternoon telegraphic information was received at the Hongkong and Shanghai Bank, and by Mr W. H. Ray, Secretary of the China Traders' Insurance Company, that the Pacific Mail Company's steamer *City of New York* had stranded and was not likely to get off. It was also stated in these telegraphic despatches that the passengers and treasure had been saved.

The *City of New York* arrived at San Francisco from Hongkong on 15th October and left again for Japan and China on Thursday, 26th October. As the telegrams were received here yesterday afternoon, it is evident that the steamer had not proceeded far on her voyage. The opinion entertained by those who are acquainted with the western coast of America is that the steamer must have gone ashore, in a fog, upon the Golden Gate and that she had sustained such damage as to render it practically impossible to save her. Unless there had been very dirty weather there would have been little difficulty in getting the passengers and crew into the boats and taking them safely to land, and the fact that the treasure was saved tends to confirm this opinion.

At 10 o'clock this morning, Mr J. S. Van Buren, the agent for the Pacific Mail Company, had received no information from his principals regarding the *City of New York*.

FRAGRANT WATERS' MURMUR.

That the Sanitary Board has done good work for this Colony, as any one who has watched the progress of the Board must readily admit.

That the quarterly report of the Sanitary Surveyor (Mr J. Crook) shows the amount of actual reform effected in private drainage, and we may conclude that the public drainage is now working in parallel lines with these private improvements.

That the official section of the Board were wont to work in the most harmonious way together, under the quiet and judicious guidance of Mr Hugh MacCallum.

That I was about to say this harmony had 'gone to the dogs,' but on this occasion the trouble has found its way, or its outlet, among the pigs.

That the new Acting Secretary has evidently mounted the high horse before he knew exactly whether he was to ride.

That, even supposing he had discovered a hole in the official coat of the Colonial Veterinary Surgeon—which he had not done—he made of pointing it out might have been less objectionable.

That any official adopting this line should live in even a stronger tower than Gap Rock, before he throws stones in the clumsy manner he has done.

That the Colonial Veterinary Surgeon is not an Inspector of Nuisances.

That the Acting Secretary ought to have known this, and should have made himself acquainted with the records which, according to the President's dictum, settled this seemingly personal affair eighteen months before.

That the Act. Sec. 's courteous query to the Vet. Surg.—'Do you know of such a resolution having been passed, please?' may form a model for foolscap fooling in the future.

That the only point made against the Colonial Vet. was the point of a pencil—and much was made of that point from an official point of view.

That the Acting Secretary seized the pencil, the President subsequently gave it a hard squeeze, and the Acting Registrar General nearly fainted away on seeing it.

That, after recovery, Mr Thomson gravely and solemnly remarked (in ink, on full-sized foolscap), 'All reports should be in ink and not in pencil' (Amen.)

That it is to be hoped the drains will smell more sweetly and the 'piggle-wiggles' be cared for more thoroughly owing to this exclusive use of ink—whether red, black, mauve, or violet.

That the residents of Hongkong are probably not aware that the Director of Public Works and the Harbour Master were nearly engulfed in the surging waves around the Gap Rock on their recent visit.

That the fung-shui of that region must be very largely under the malign influence of the evil spirits, and this must in a measure account for Mr Cooper's inability to explain the crashing in of the lighting apparatus.

That the glazed face of the light is nearly 150 feet from the low water mark, and yet it is said to have been anchored by a green sea—a thing never heard of at Home.

That, in spite of this evidence, you can still hear certain ignorant people saying there was no typhoon on that occasion—only a gale.

That I was a little amused to read the remarks of your morning contemporary on the rights and obligations of debtor and creditor, as the outcome of the recent 'fighting for a principle.'

That I am quite ready to admit all that was said about the offer of \$10 as a discharge for 80 cents, the tender of a compradore's order for the amount, and so forth. That it may even be admitted the debtor should be compelled to hand to his creditor the exact amount of his indebtedness in legal tender.

That this would simplify the difficulty of the shib system, and would save shroffs' salaries and a great deal of shoe leather.

That all the same, another consideration presents itself, namely, that when the Public Gardens Department owes money outside it calls upon the creditor to come up and get his money!

That several of the Public Departments attempt to do the same thing—and, in fact, the Crown do no wrong by being part of the official creed of this Colony. That I understand Mr Turner has at last been safely delivered of those 80 cents, but (although he may have been technically in the wrong) I feel thankful to him for pointing out the anomaly.

That outside of this foolish red-tapeism, the sale of flowers and plants from the Public Gardens has tended greatly to improve the growth of rare and beautiful plants and flowers all over the Colony. That perhaps the introduction of cash payments by the leading hotels here may slightly lessen sales, but if the enormous percentage which I have heard gives of unpaid debts outstanding be correct, the actual takings cannot be materially lessened.

That a Good Templar would rejoice over any prospect of material reduction of revenue at hotel bars, while shareholders in the hotels regard the matter as one of waste and means.

That one thing is certain: if the hotel managers or proprietors decide to demand cash, the public have nothing to say against the change, because they can drink or not as they choose.

That the much chaff and serious discussion have been indulged in upon the subject of the work of our Colonial Treasury, and little is likely to come of it for some time.

That it is presumed the reference Home of the Retrenchment Commission will prove to be a long and slow mode of remedying the grievances complained of by the un-officials.

That I have heard one scheme of retrenchment mentioned which is new to me, and may be new to many others, namely, the practical abolition of the Treasury staff, and the appointment of the Hongkong and Shanghai Bank as collectors of the revenue, under supervision of Auditor and Treasurer.

That the proposition appears to be to entrust all collections or receipts of Crown rents and taxes to the local banking institution, thus saving a vast amount of circumlocution and red-tape, while at the same time securing greater safety for the public funds than can ever be obtained under the existing system.

That the Estimates might necessitate the continued existence of a Colonial Treasurer, whose duty it would be to check the receipts and advise with the Government upon finance generally.

That the scheme, if practicable, would certainly be a new departure on the road of retrenchment, and might lead to the business of government being undertaken more generally than it is, by private contract.

That there would then be no question of the Rebi roll being balanced every year.

That speaking of things official, I hear the Registrar of the Supreme Court has been trying to clear up certain matters connected with moribund or liquidating joint-stock companies, and has caused widespread consternation amongst directors or ex-directors of those fading or failed associations.

That schemes which died almost as soon as they were registered have not been noticed as defunct, and piles of nominal fine have been heaping up against those concerned.

That perhaps no bones are likely to be broken, and the pain and distress of losses long past and gone are less keen now than they were; but it seems kind to threaten with heavy penalties those who have lost their money in a concern whose very name has been almost forgotten.

That I hear mention made of a Ladies' Club, with or without a smoking room, being established in Hongkong.

That stranger things than Ladies' Club have been talked of here, and I am surprised no one has as yet attempted to supply this want.

That perhaps the proposition made to provide a sitting-room for ladies in the new Club building has suggested the idea, and as the new Club cannot be ready for occupation for two or three years, the ladies might well take up the matter for themselves, and settle it at they only can do.

That Sir William and Lady Robinson not the ball of our winter gaieties rolling last night by giving a dance at 'Craigieburn.'

That the want of space was sorely felt, and a matched had to be erected outside the house which served the double purpose of a supper-room and sitting-out place.

That the interior of the matched was prettily decorated, and the 'new room' was very much admired.

That many pretty dresses were worn, one or two being especially noticeable, but 'wait till our winter boxes arrive.'

That the supper was excellent. Mr Murphy led the Band with his usual ability and success, and a most enjoyable dance was brought to a close in the small hours of the morning.

BROWNIE.

HONGKONG 'ODD VOLUMES.'

A LIVELY MEETING.

Last night a meeting of the Hongkong 'Odd Volumes' was held in the Hongkong Hotel to discuss 'parliamentary lines,' the subject of 'Home Rule for Ireland.' In the absence of Dr Cawle (President), Mr J. Francis, Q.C., Mr H. E. Pollock and most of the other leading Volumes, some difficulty was experienced in finding a Chairman—or, as some of the members persisted in calling him, 'Speaker.' At last Mr Sidney B. Skerethley, F.G.S., &c., one of the members of Committee, took the Chair.

It might have been decided by the Committee that the debate was to be conducted on 'parliamentary lines,' but the ordinary members and the visitors seemed to have but a hazy notion of what that meant; and when, at an advanced stage of the proceedings, the Hon. Secretary disclosed that the Home Rulers and Unionists were opposed to be sitting on opposite sides of the room it was discovered that there were on the Home Rule side, the mover and seconder of a resolution, two Danes, a sprinkling of Jews and Portuguese, one Scotman, and three Englishmen (the latter non-members).

The meeting was curiously composed, and the choice of the subject of 'Home Rule for Ireland' showed either a great belief in the versatility of the 'Odd Volumes' or a total absence of the sense of the ludicrous.

Out of about forty persons present, seventeen or eighteen were Englishmen or Scots—men—those not to appear to be Irishmen present: eight were Portuguese, two Danish, two French, five Jews and the remainder non-members or nondescripts! The discussion of 'Home Rule for Ireland' by a meeting, or Debating Society, composed in such proportions was too absurd.

Upon the Chairman taking the chair, he perpetrated the ancient joke which has done duty at every Parliamentary Debating Society in the old country ever since Debating Societies were brought into existence about the Chairman being called the 'Speaker' because he was not allowed to say anything. The joke was now to a few of the front benches who enjoyed the keen wit of the 'Speaker.' He proceeded to read a portion of a letter received by the Secretary from Mr T. Cowen, in which that gentleman intimated that he proposed to discuss certain matters referring to the Society before the Home Rule debate began. That letter was received by the Secretary at 6 p.m. The Committee had no objections to Mr Cowen's proposal, but they liked to live up to their rules, and one of the printed rules which is any member desirous of bringing forward any motion, to read a paper, or to open any discussion must give due notice to the Committee who might appoint a day for the member to be heard. He thought they could hardly do notice had been given in this instance, but under the circumstances—it being the opening meeting of the Session—he thought they might waive a point and they would be very glad to hear anything Mr Cowen had to say.

Mr Cowen—Will you kindly read the rest of the letter?

The Chairman—If there are any rules of procedure regulating such matters should be glad if you send me a copy.

Mr Cowen—I have great pleasure in reading the answer, as you have just quoted from the rules.

Hongkong, October 27, 1893.

T. Cowen, Esq.,

In answer to your query I beg to say that although there are no special rules relative to procedure except in the general way of defining the Chairman's powers—there are several precedents for the course you propose to adopt to-night.

As a rule the first thing the Chairman does is to enquire whether any member has any remarks to make or question to put before the evening's debate commences. In this case I think it is necessary because hitherto we have been only a provisionally constituted sort of society. The rules were prepared by the Society.

The Hon. Secretary—I beg your pardon.

Mr Cowen—They have never received any formal sanction from the Society.

The Hon. Secretary—They have.

Mr Cowen—Temporary sanction, yes. Rules were arranged for provisionally. We have nothing permanent. In the President's inaugural address he specially stated that all the arrangements made were merely provisional, and that they would be developed into permanent form as soon as the Society acquired a sufficient membership and was fairly on its feet. I think he had acquired sufficient membership when he had made the rules.

That is the best opportunity. Home Rule is always limited to one hour, sometimes half an hour, for the discussion of any motion, or limited time in the same way for the discussion of the Society's own business. In this case I think it is necessary because hitherto we have been only a provisionally constituted sort of society. The rules were prepared by the Society.

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SIR EDWIN ARNOLD AS SCHOOL-MASTER.

THE BOY CANING THE MASTER.

Sir Edwin Arnold contributes an interesting personal reminiscence to the London *Daily Telegraph*.—After leaving Oxford, and before taking the appointment of Principal of the Government College in India (writes Sir Edwin), he was engaged by the Governors of King Edward's School, Birmingham, as a master of the English division of that great educational institution, and passed a brief period there.

I became immeasurably attached to my classes, and was, if I may venture to say so, somewhat popular in the whole school, probably because I tried to identify myself with the feelings of the boys, and to render their lessons pleasant and attractive, instead of cramming them artificially with verbs and adverbs as prose poultry are fed. I used to arrange and superintend their fights when the quarrel was a just one; to get out of scuffles with the authorities whenever it was feasible; and on a certain rather notable occasion I even consented solemnly to abolish the stick on my master's desk.

The detestable instrument was to be duly placed on all the desks of the masters along with the inkstand and slate-list, always to my profound disgust; for he who cannot teach without the stick had better get to some other business.

That stick always lay there, and one sultry afternoon, when Birmingham outside was blazing like one of its own blast-furnaces, and my young brass-founders were all languid with the heat and the involved rhetoric of Cicero, I myself being possibly at the time little dyspeptic, there was a disturbance of order in my chair.

"The sight of means to do ill deeds makes ill deeds done," as Shakespeare truly writes; thus was that I caught up the cane and gave a heavy cut upon the too-tense back of one youth who seemed the offender.

"If you please, sir!" said the boy squirming. "I did nothing! It was Scandaloous that kicked me in the stomach, underneath the desk!"

Now, it is obviously difficult (Sir Edwin Arnold continues) to pursue the study of *De Amicitia*, quietly and satisfactorily if you be interrupted in such a manner; and inquiry revealed that the statement was indeed true. Scandaloous had demanded from his neighbour, quite illegitimately, the explanation of an obscure passage, and, not being attended to, had taken the much too emphatic means of enforcing attention.

Meantime the most guilty party appeared to be myself, and, having called the class up, I said to the double-wronged boy, who was still rubbing the place:

"It is I who am most to blame, for having dealt you an undeserving blow. Take that cane and give it back to me as hard as you can!"

"Ah, no, sir," the lad answered, "I can't do that."

The whole great schoolroom was now listening, masters and all, and the scene had become a little dramatic and important. It was necessary, therefore, to go through with the matter, and I insisted.

"Jones, you must do as I tell you. I insist. It is the only way in which we can all get right again."

"I really can't hit you, sir! It didn't hurt me so very much, sir! If you please, I don't want to do it," said Jones.

"Well," I replied, "but you must obey me; and if you disobey I am sorry to say that I shall make you write out that page of Cicero three times, staying in to do it."

Whether this was the desperation at this broaded alternative (for it was cricket time), or whether it was that the twinkling eyes of his class-fellows around him evidently longing to have the good luck themselves of "licking" a master, that suddenly inspired Jones, I know not. What I do know is that he reached forth his hand, took the cane, and dealt me no sharp stroke, but the severest and most swinging cut over my shoulder. I had no idea that the ridiculous implement could sting, as it did, like a scorpion. I had never once been caned or dogged at school, nor had I ever received a blow of any sort which I did not promptly return. Consequently, the sensation was something of a revelation, and I could well understand at last how mortally boys must hate over the "glories which were Greece" and the grandeur which were Rome! with their eyes accustomed to their unwilling initiates by those cowardly and clumsy methods.

"Rubbing the place" in my own turn, I managed to thank Jones for his obliging compliance and then said to him:

"Break that detestable weapon across your knee, and throw it out of the window. Never again will we have anything to do with such methods here!"

HOW DID THEY COME TO DO IT?

Only to think that any man—in the depths with his eyes open, not being crazy and not wanting to commit suicide—should walk straight into a canal or a river! Only to think that I say! Yet a good many did it in and around London in Christmas week, 1861. The dense fog was, of course, that made them do it. People will tell you that they leaped in, for fear of being snatched away by a dog. In the dark, no matter how black it is you can always see the lights if there are any. But a fog! A fog is to have your eyes pricked; it is blindness. As for shipwrecks and such calamities due to fog—why, there's no end to that! The London papers have wondered why people who invented the weather forecast fog. Ah, yes, why?

Here's a woman's story about a fog, one of those thick mists that hang over most of us twelve months in the year. She says from April to October, 1869, she was too ill to have any pleasure or comfort. This was a thing to be pitied, for her disposition was naturally cheerful and lively. The trouble, whatever you call it, came on in spells, and was followed by great exertion made her tired. Her breath seemed to be very short, too, and she often felt faint. She couldn't eat; that is, not with any relish, and her sleep was broken up into naps and short intervals of being solid and straight away, as good sleep always is. Her spirits were dull and depressed. To be sure, How else could they be?

She had great pain in the region of the heart, which frightened her, as it would yes, for the heart is a vital organ and we are properly scared to death of it. Every muscle she ate, she often felt faint. She couldn't eat; that is, not with any relish, and her sleep was broken up into naps and short intervals of being solid and straight away, as good sleep always is. Her spirits were dull and depressed. To be sure, How else could they be?

Simple medicines, such as we all know of,

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare reckoning as far as Peking or China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

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For further information as to Freight or Passages, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, October 21, 1893. 1808

having had up the bottle I felt better. I could eat and digest food, the pain in my chest and side gradually went away, and after taking two bottles more I was well, and have been well ever since.

(Signed) Miss Plowright, wife of Mr. William Plowright, the Lincolnshire, 28, Cheetham Street, North Street, Cheshire.

What are we to think of this case? We are to think that this lady's "heart disease" was what is called "functional" not "organic" disease. In plain English, the heart's action was disturbed by the blood poison created by indigestion and dyspepsia—her real and only malady. The liver trouble and debility were parts of the same trouble. And so was the heart.

Now, what is the wretched fog that ever descended England? It is the fog which keeps doctors and people from seeing that nearly all the complaints they suffer from are nothing more or less depressing climates or districts. Everyone should keep up strength by taking Pepper's Peppermint Tea.

At present, however, the world-known English Tonic, *Blackhead & Co.*, is the only safe remedy mentioned by Miss Plowright. By reason of this fog folk walk straight into open graves—every day.

To OVERSEAS WORKMEN.—Packets of Quinine and Iron Tonic gives New Life, Strength, Energy, Curves Neurosis, Indigestion, Nervous Debility. Specialty useful in hot, depressing climates or districts. Everyone should keep up strength by taking Pepper's Peppermint Tea.

To SKIN DISEASES.—Salphelin Lotion quickly drives away Eruptions, Pimples, Blotches, Freckles, Excessive Acne, Disfigurements, Roughness of Skin, sores, etc., a cure, the best Skin and beautiful Complexion. Salphelin is a necessity for the Skin, especially in hot climates. Made in London. Sold everywhere in Shilling Bottles.

To DARKEN GREY HAIR.—Lockyer's Sulphur Hair Restorer is the quickest, best, safest, costless, effects more than any other. The color produced is most natural. Lockyer's Sulphur is the only English Hair Restorer universally sold.

To DISEASES OF THE EYES.—Dr. E. & A. CHINA TELEGRAPH CO., LTD.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLE, LONDON,

HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL AND LA PLATA.

1816

Occidental & Oriental Steam-

Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Pern (via Nagasaki)

Kobe, Island Sea (via Nagasaki)

Sea, Yokohama (via Nagasaki)

and Honolulu) ...

THURSDAY, Nov. 14,

Sea, Yokohama (via Nagasaki)

at 1 p.m.

Gacie (via Nagasaki),

Kobe, Island Sea (via Nagasaki)

and Yokohama) ...

THURSDAY, Jan. 4,

and Yokohama) ...

1804, at 1 p.m.

THE STEAMSHIP OCEANIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 14th November, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare reckoning as far as Peking or China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and name will be received at the Company's Office until 5 p.m. the day previous to sailing.

General Invoices to accompany Cargoes destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, and to the Collector of Customs, San Francisco.

For further information as to Freight or Passages, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, October 26, 1893. 1854

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

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J. S. VAN BUREN,
Agent.

Hongkong, October 17, 1893. 1933

For Sale by A. WATSON & CO., Chemists.

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